PORSCHE PANORAMA

PUBLISHED BY THE PCA PUBLISHING CO. 1542 MT. EAGLE PL., ALEXANDRIA, VA.

Merry Christmas

Volume I
Numbers 11 & 12
Nov.-Dec. 1956

Merry Christmas...

1600 N -- A PERSONAL REPORT

(Gale Richmond-Va. has acquired a 1600 N after owning a MG-TD, an Austin-Healey 100 and a Thunderbird. Gale is one of the two known Porsche Pushers in the Shenandoah Valley of Virginia. The following is his personal report on the 1600 N which we think you'll find interesting...and a whale of an endorsement of the new "Beetle").

After the T-Bird our field of choice of a new car narrowed to the Aston-Martin DB2-4, the Lancia Gran Turismo and the Porsche. The first two were discarded for various reasons. No reason could be found to discard the Porsche except the report of Bill Sholar that his shocks had completely disintegrated, he was working on his fifth gear box, and his family approached starvation due to the cash required to keep his beat-up old 1500 going. This was classified as another Sholar peculiarity...and the Porsche was it. (Shed no tears over Bill's sad story, PCAers, he is now sporting a spanking new 1600--Ed.)

The convertible was chosen because the climate hereabouts calls for the top down, and because I refuse to struggle with side curtains. The 1600 S was selected because after the 90 bhp Healey, and 193 bhp (Ain't it awful!) of the Flivver, I didn't want to go below the 88 bhp of the 1600 S. The order was placed Dec. 20, 1955, and the long wait began.

The long wait for delivery was first estimated as 8-10 weeks. At the 9th week it was changed to 10-12 weeks. At the 11th week it was changed to April 1...sure. On March 29 it was changed to April 12...without fail...and on April 12, I most impolitely blew my top and there commenced one of the most hilarious fusses it has been my good fortune to enjoy.

PCA stepped up and performed a major function in getting the matter to the attention of the Porsche representatives. Mr. Filius of Porsche performed a major function in guiding me to the 1600 N. Mr. Duffy, Miss Carleson and Mr. Sapienza of Hoffman struggled mightily and performed miracles. The upshot of the situation was that on April 20 I climbed aboard a 1600 N Sun-Room Coupe at 405 E. 76th St., NYC, and drove it away.

There we were, thrust out on 76th Street like unwanted new born babies. Porsche had 57 miles on her odometer. I hadn't driven in New York City for a decade and was worried by reports of difficult handling arising from

Gale Richmond, Va., and his 3 Favorites

quick steering, long shift throw, unusual weight distribution, and tendency to oversteer.

We gingerly crossed the street to a gas station. There we were cast adrift and there was nothing for us to do but proceed to Virginia. By a couple of blocks we began to get the feel of her. Then a big truck stopped alongside, and I found my eyes level with her hubcaps, creating the strong fear a healthy street-sweeping machine would gobble up Porsche and me without a moment's hesitation. On Park Ave. we had a little room to work in and commenced to feel at home. On 57th St. we cut a few capers in the heavy traffic and enjoyed it. On 9th Avenue we fell in with a MG and the two of us had a field day darting through the mess of trucks, taxis, and such, like two mice in a herd of elephants. In the Lincoln Tunnel we got up into No. 4 and life was good.

Once on the New Jersey Turnpike, we settled down to serious breaking-in. Mr. Sapienza had said to keep below 4000 rpm; his assistant said keep oil temperature about 180 °- 200 °. So we worked along about 2000 for a long boring spell, and then started working upwards--move up to 2500, oil to about 220 °; then drop back the rpm until oil fell back to 180° - 200 °; then slowly increase rpm to 2750, shift gears from time to time, back and forth, fack and forth. Rpm up until oil temperature got high, then slow down, let the oil cool, then increase rpm, etc. Porsche was absolutely docile, and apparently having fun. So was I. After a bit she would hold 3250 with reasonable oil temperature. I began to notice we were passing practically everyone. How come? Look at speedometer. Great God--70mph! Pull into Service area, get Owner's Manual, check break-in procedure--yes, Sir, "do not exceed 4000 rpm, and occasionally take her to 4000"!

Back to the Turnpike, tool along as before, work her up to 3500--3750--every 45 min-

AND MAY YOUR CLUTCHES BE EVERLASTING!

utes or so take a flyer up to 4000. Hot stuff! Absolutely docile in strong cross breeze. No fuss, no bother, completely under control, wonderful comfort, magnificent brakes, perfectly adequate acceleration, delightful shift, excellent leg room, low noise level, unbeatable visibility, marvelous heating and cooling, no leaks in the spitting rain which developed as we went along. Here we were, three hours out of the shop cruising at 75-80 mph with the oil temperature holding nicely at 200°. Lordy, Lordy!

A Jag Mark VII tried to hold us and dropped back. An MG looked envious as we swept by. On the Del-Mar-Va peninsula we met a Speedster--flick lights, tootle horn--my, it's nice to be one of the boys again. People ignore T-birds.

Four hours out of 76th Street found us in Annapolis. Shortly thereafter we stopped for gas--fill tank to same visual mark used in New York--calculate--son of a gun--31 mpg. When she's really broken in she ought to make 34-36 mpg. Hey!

Six hours out of 76th Street found us at our destination on the lower Potomac River. The last 15 miles were familiar and crooked--marked by the Commonwealth of Virginia for 40-45 mph. In the T-Bird I could move along in the general 55-60 mph range. Porsche and I came along at 70-75 without strain. Cornering technique a little delicate, but it will be mastered completely in a week or two. Hooray!

On the way down I got to talking to Porsche, and it was obvious she needed a name. Harry Scheel, yacht designer of Mystic, Conn. refers to his 1500 N as his "Cheerful Firecracker." That word "firecracker" is just right--and the 1600 N is definitely feminine and Teutonic. So we followed Harry Scheel's lead, as we have so many times before, and christened her "Fraulein Firecracker." This proved too much for Virginia tongues, and she was rechristened "Furlined Firecracker"... which has stuck.

At the end of the day, three of us started home in the firecracker simultaneously with three more in my wife's Hillman Minx. The happy results of the trip were duplicated, particularly on the very tricky road approaching Shadwell, Va. from Gordonsville, an area set at 35 mph by the State. Here we galivanted along at 55-60 absolutely under control and happy as clams at high tide.

Crossing the Blue Ridge we held her at 55-60 mph in No. 3 and No. 4, with the oil climbing to an alarming 240° on the up-grade. Arrived home 53 minutes before the Hillman, which is admittedly no ball of fire, but my wife keeps her going at the limit of her potential performance. A 53 minute lead on a 139 mile run is substantial.

After a week and a thousand miles I have but one possible criticism* of the 1600 N--a tendency to oversteer under certain conditions, and I am about convinced this is my fault rather than the car's. In all other phases of performance, handling, economy, safety, comfort, etc. she is far superior to my fondest hopes and tremendously superior to any other car, big or little, imported or domestic, I have encountered. "Furlined Firecracker" and I are starting a long and happy life together, and as for me, I am really just starting to live at all!

Pooch Bites Porsche!

Jack and Wanda Benton, Rome, N.Y. had just taken off for a delayed vacation (or was it a Honeymoon Jack?) via Porsche, when hardly out of town, a large and shaggy St. Bernard disputed the right-of-way. Believe-it-or-not the hound won...the pooch survived, the Porsche did not!

Luckily, Jack was able to scrounge a new Coupe and the happy couple continued merrily on their way. Incidentally, the Bentons have migrated to Prospect Harbor, Maine where Jack runs a lobster business. The two loves of Jack's life are pictured below, Wanda and the Wander-er!

KUDOS

"Kudos" had to give 'way last month to Porsche Parade material. Here are some of the successes in competition that merit attention and we'll try to get the rest of them in as soon as space allows:

Bing Ford-N.Y. and Phil Boylan placed Second in Class and Seventh Overall in the Windham Mountain Top Rallye. In the Hill Climb, which was incorporated into the Regularity Run, Bing booted der Beetle up the Hill for a tie for Third...giving 'way only to a Chrysler Special and a Le Mans Healey.

Ben Soderstrom-N.J. picked up some more hardware with a First in Class E Production at the Giant Despair Hill Climb this Fall.

"Pup" Pupilidy-N.Y. continued in his "rut" by walking off with Class G Production at Giant Despair. That's your nation's top Class G. Production driver, suh...and we understand his nearest competitor wasn't even close!

Bing Ford-N.Y. placed third in Class F Production at the same Climb.

Paul Stevens-Ohio teamed up with some non-Porsche iron to win the First Team award in the Appalachian Rallye, sponsored by the SCCA, New York.

Bing Ford-N.Y. (How does that guy find time to put his Porsche back in shape in between events?) placed 10th Overall in the Appalachian Rallye.

Max Bunnell-N.Y. placed 17th in a field of 77 cars in the Appalachian. Max and Bing Ford teamed up with a future PCAer to win Third Team award.

Roy Tunison-N.Y. placed Third in the Grand Prix de Wagon Wheel Rally, sponsored by the Metropolitan N. Y. PCA Region. It was his first rally try! Congrats!

Marty Barber-Fla. walked off with the top prizes at the Gymkhana sponsored by the Daytona Beach Auto Sports Club on Oct. 7. The Porsches were the high marque in this one, capturing first in two of the three events and the first four places overall!

George Spagna-N.Y. finished Second in Class F Production and 6th Overall at the Cloudbank Hill Climb sponsored by the Westchester SCC.

Allen Dillenburg-N.Y. came in third in the tough Class E Production competition of the same event.

Gamble and Elizabeth Mann-Va. took first place in Bill Sholar's Potomac Region Rallye in September.

Peggy and Tom Lusk-Va. placed second in the same event after being temporarily mired down on one of Sholar's selected pig trails in the Va. hills.

Al and Betty Meredith-Va. placed Third in the same rallye.

Don Kinney-Md., Bing Ford-N.Y., Ken Twigg-Va. and Frank Beckett-Va.--a very special "Kudo" for the GAMR. See "Late GAMR Flash."

SECOND·ANNUAL·AUTUMN COLOR RALLY

The Potomac Region, PCA, moved into the big time of regional rallyes with the running of its Second Annual Autumn Color Rallye on October 21. The rallye proved far more popular than we had dared to hope. It was planned for 45 cars; the rallye masters hoped for 30 entries...and got 65, including 19 Porsches!

The little Beetle from Stuttgart swept the field in what was probably the most spectacular marque performance ever witnessed in a U. S. invitational rallye. THIRTEEN of the first 17 cars were Porsches! In a 300-mile rallye, with 20 changes of average speed and nine checkpoints, that is a remarkable showing.

Don Kinney-Md. and Harvey David, who later went on to win First in Class in the GAMR, walked off with the top silver...First Overall and First in Class. At the mid-way point these two were within a gnat's eye of running a perfect rallye!

Cols. Harvey Brown-Va. and Warren Watson placed Second Overall and Second in Class. It's real gratifying to know that the Air Force can find its way around in smart fashion regardless of what it's flying...or where!

Dottie Scharf-Va. and Marie Dennis...running their FIRST rallye (and they SWEAR without the benefit of even a calculator!), placed Third Overall and Third in Class. Cdr. Phil

Troth and E. Scott showed that the Navy also knows how to maneuver and navigate, and placed Fourth Overall and Fourth in Class.

At that point the Porsches had to give way to a Jag XK-140. Ed and Millie Rosendale, from MSCA, Baltimore, copped Fifth Overall and First in Class for over 1600 ccs. Another MSCA team...Matson and Gaver...piloted their Corvette to Second in Class and 9th Overall. Cappy Cappiello and Toni Charuhas, in an A-H, tied with Banks Mebane and Schio Saito, TR-2, for Third in Class over 1600.

The Porsches also walked off with First and Second in the Team awards. First Team (PCA): Kinney/David, Brown/Watson and Snyder/Snyder. Second Team (PCA): Meredith/Cerrone, W.Sholar/V.Sholar and P.Lusk/T.Lusk.

Ken Twigg and Gamble Mann were rallye masters for this one. Better enter your Beetle next year, even if you have a long transit leg to here and back! Some of the non-Porsche entries promptly swapped in their "iron" on Porsches after the Rallye and are coming back in '57 with blood in their eye!

THE "PORSCHE POST"

The Metropolitan N. Y. Region of PCA is doing a highly creditable job with their monthly newsletter...the "Porsche Post." John Markon is Editor, Bob McCarthy is Tech. Editor, and Don Berliner is Production Manager. Hope they are in "training" to try their hand at Porsche Panorama one of these days!

The Grand Prix De Wagon Wheel Rallye was the Region's first attempt at staging a big invitational rally. According to reports it was an excellent course...but poorly attended, with only 14 cars turning out. To a rallye master that is comparable to a kick in the stomach after all of the work that goes into planning a really good rallye. Maybe after other members take their turns at planning rallyes and appreciate how much work goes into it they will be less inclined to sit in front of a nice warm fire when the other fellow is standing out there on the starting line waiting hopefully for a fistful of cars to show up.

The New York boys are on their toes... regardless of their disappointment on their first big rally. They've got plans for a rally school to improve individual talents and to overcome the reticence of "first-timers" to get out and run one. Sounds like a smart idea all regions could profit from in days to come.

"SPORTSMEN"

This Happy Couple is none other than Elisabeth and Gamble "Hank" Mann. And they've just had the honor of being pronounced "Sportsmen of the Year" in the Potomac Region's first annual Sportsmanship contest.

You all know of Hank's accomplishments in the literary field since he has so ably edited Porsche Panorama through its first trying year. The story behind the Sportsman award should be told, we think...for you too can do likewise.

The Manns got the Porsche (their first sports car) in late '55. Even as novices, they placed, their very first time out.. Dead Last! Apparently Hank (or maybe it was Elisabeth) decided that "this" was for "them" and from that time forth noone, at least around these parts, has been able to catch their dust.

They entered every event in the area and before too long began to take them all. No doubt plenty of midnight "skull sessions" were responsible for the regularity with which the Manns commenced to bring home 1st place "hardware". One of their most notable wins was 1st in Class and Overall in the third running of the Chesapeake Trophy Rally,

Elisabeth, besides navigating this team to victory, enters and WINS the Ladies' events. In her first attempt at a Hill Climb, she took 3rd in the Ladies Division at the MG Car Club's bash at Mountain Lake.

Nice going Elisabeth and Hank!

(If anyone wants a copy of the Potomac Region's Point System for setting up an annual contest, write to Don Kinney).

DUES FOR '57 ARE DUE! DO IT NOW! (Renewals $10.)

It's COLD in CANADA!

Quoted below is part of a letter received from Frank King in Points Claire, Quebec, a suburb of Montreal.

"Well, now for the Cold weather. I had forgotten about the carburetor icing--we don't have it when it's really cold. With high relative humidity and temperature between 38° F. and 30° F. and starting with the car cold it's an awful nuisance and I have no cure or even suggestions. ESSO advertises all winter that alcohol is added to their gas and that it eliminated carburetor icing. I've tried it many times and tried adding still more alcohol but it had no effect. ESSO gas is no better than any of the others in this respect. Once the engine warms up the trouble leaves. When the weather is well below freezing you get no carburetor ice even with high relative humidity. I assume this is because the absolute humidity is low at these temperatures. Some form of electric resistance heating is probably the only answer. (See Don Wester's solution to icing on Pre-1600 engines.)

Montreal (of which Pointe Claire is a suburb) is locally reputed to get more snow than any other large city in the world. We average around 120 inches per year. Temperatures average from a high of 10 above to a low of 10 below in January. Lowest in the city is around 23 below with 10° lower a few miles north. Also the winter is very long--November through March inclusive--with snow in April. I've run the Porsche through two winters, every day, standing out all day in the wind and snow with no trouble of any kind. Except, through lack of use the choke wire stuck in the conduit and when I needed it at about 10°, I had to disconnect the choke wire at the carb and choke directly. After about one minute I unchoked and drove off.

The first point to come up in cold weather is the change in oil viscosity to match temperature. Since the car arrived I have used Wakefield's "Densol", the high detergency version of "Castrol". This on recommendation of the Hamburg office of Wakefield. SAE 30 when maximum temperatures are above 60°. When maximum does not exceed 60° and minimum is not below 20° I use SAE 20. When starts have to be made below about 20° I use SAE 10. My one lapse from "densol" was the first time that I was faced with using something looser than SAE 20. I got some Mobiloil Multi-range that was labelled SAE 10W-30. The fine print on the can said it was suitable for Ranges SAE 5W to 30. I put it in the car and it seemed OK, but a couple of nights later we had a cold snap and I ran a little test. Sitting in my garage were fresh cans of both "Densol" 10W and the multi-range Mobiloil at a temperature of 50°. I put samples in test tubes and checked viscosity by the time it took a little air bubble to rise when the test tubes were inverted. The "Densol" 10 was a tiny bit thicker. Then I put the two tubes in a glass and set them out in a snow bank. The temperature outside was 16°. Four hours later I checked the oil. The "Densol" was much thinner than the multi-range which would barely flow. Since then there has been a lot more published about multi-range oils, all of which leads me to the conclusion that they are even less desirable for an air-cooled car than for a liquid-cooled one. At any rate, my car has started after sitting for ten hours in the wind at 23° and has never given any trouble about starting from that point on up. When cold weather arrives I speed the idle up a little so that in the coldest weather it idles at about 1300 rpm after it's thoroughly warmed up. It will then run without blooping the throttle or the engine dying immediately after a cold start. All the usual cold weather measures, such as clean points and plugs and a well charged battery with good contacts all the way, should be taken. No change in oil in the transmission or steering is needed for easy operation.

The shock absorbers will be very stiff for four or five minutes at 20° but they warm up quickly. Once we reach the time when the maximum temperature in the day seldom exceeds 30°, I make a cover for the cooling air intake. This is two pieces of ordinary window screening with a piece of aluminum foil between them. I sew the edges together and punch enough holes so that the area for air entry is about one-fifth of normal. This cover is applied to the air intake screen with springs such as are used to fasten bug screens over the grilles of water-cooled cars. Even this will not allow the engine oil to get above 140° F. when cruising steadily at 60 mph. At slower speeds it runs cooler. All this with outside air at 10° above. Variations in outside air temperatures will be directly reflected in engine oil temperature. Heater and defroster action is adversely affected by thus decreasing the flow of air over the engine but the best compromise must be chosen. Under the worst conditions. freezing rains, which usually occurs at 27° to 31°, the defroster will keep a small area in the center of each half of the windshield clean.

Because of the low air temperatures and the ice on the roads the oil in the sump never gets really hot so I change every two weeks which is about 350 miles. It isn't expensive because of the small capacity of the crankcase. Also, I lubricate at about 600 or 700 miles. Ice and snow on the roads

and frost damage to the roads make surfaces very rough during the winter.

A mixture of salt and sand is used very liberally here in the cities to melt ice on hills and intersections. This causes very rapid rust damage to most American cars but there is no sign of it on the Porsche - evidently the surface protective treatment is very effective. This remark does not apply to the chrome on hub caps and the bumper over-riders - they rust up just like the cheapest Detroit stuff.

The greatest contribution to driving pleasure on snow and ice has been made by my tires. I bought four Pallas F-44 snow tires from the makers in Switzerland and have repeatedly had their superiority demonstrated in tests under all conditions. There are no unpleasant effects from having snow tires on front and the improvement in braking is very noticeable. I don't want to give the impression that P-44's on ice are just as good as plain tires on dry concrete but they are far ahead of any other snow tire I've seen, even on other Porsches. I use normal tire pressures with them and could see no improvement when lower pressures were tried. The P-44 is made of very soft, natural rubber and the 10,000 miles I've put on them don't show a bit.

As to driving technique, I have nothing to add to the usual warnings which apply to all cars. The Porsche handles just as beautifully on slippery surfaces as on any other and my fear is that it will lead me into rash, over-confidence. I am always finding myself sailing past the rest of the traffic which has slowed down for slick roads. I flick the accelerator to see how much it takes to start a slide and then go on, warning myself from time to time.

In our annual dice on ice in a large parking lot, on the slipperist of all surfaces - rain on top of a thick layer of ice at about 31° - I've gone around faster and faster until she went - then it seemed as if I'd never stop sliding and nothing had any effect on it. Just had to wait until air resistance wore it down or it hit a snow bank.

In the way of extra equipment a shovel should always be carried in the snow. The Porsche makes a dandy toboggan as soon as the snow is deep enough. Once you've taken a run at a deep patch of snow and not quite made it and your beetle is sitting on a platform of snow with its wheels just clear of the firm surface you'll find that a Porsche is harder to take hold of than a smooth mattress with no handles. Nothing to tie on to or push against unless you want to bend something. So - better shovel it out.

Another thing - don't try to use cold tools in bare hands at say 10° or lower. Since you can't do anything with gloves on, the only way is to warm up the tools. A cigarette lighter with lots of fluid is handy. If you don't think this is rugged try it out sometime when you don't have to.

That's about all. Beware of occasional snowdrifts on roads that seem to be clear. Below zero the snow drifts like dust in Nebraska and there may be a two foot drift in a low spot on a road that is otherwise blown clear.

Hope to hear from some of you when you're up here and I will try to make the National Convention next year."

THIEVES

A number of PCAers report that their PCA badges have been stolen no sooner than they were mounted on their cars. This is apparently the work of a particularly contemptible form of low specie of swamp life that inhabits the underside of rotten logs and slimy rock.

PCA badges are available ONLY to PCA members thru PCA Executive officers. Anyone, not a PCA member, displaying them or offering them for sale could acquire them only by nefarious means. Please be on the lookout for any car...Porsche, other sports car, hot rod or whatnot...that may be displaying the PCA badge. If he is not identifiable as a PCA member chances are he is either a thief or a receiver of stolen goods. Police usually welcome information on petty larcenists.

We strongly recommend that all PCA members make some PERMANENT mark on the back of the badge so that they may readily identify their own either by inspection or touch. We hope to arrange with the badge maker to serialize all future badges so there is no question as to ownership.

If for any reason you drop your membership in PCA, sell your car, etc., please retain the PCA badge. The Secretary-Treasurer of PCA will re-purchase PCA badges that have not been mutilated for the sum of $2.50 for reconditioning and resale to PCA members whose badges have been stolen.

BADGE AND LICENSE PLATE MOUNTS

Reynolds Metals has a "Do it Yourself" aluminum rack of different size and shape pieces in most hardware stores today. There are some 1/8" X 3/4" strips that have been found very handy and rust-free for any type mount on the front bumper.

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Just One Year Old!

... a brief Report from Bill Sholar

It was a very surprised bunch of Porsche-Pushers who woke up one day after a gripe session in Washington, D.C. to discover that we had a great big sports car club on our hands with money pouring in from all over the country.

But its always so gratifying to have one's ideas accepted, especially when accompanied by cold cash, that we buckled down forthwith and lo.. the Porsche Club of America came into being.

I feel that there could not have been a PCA then or now, unless a very definite and urgent need for such a group was clearly evident. This NEED appears to be no less apparent today since new members are still joining at the rate of 1 per day. With a present membership of more than 380, this represents a collective investment in and for Porsche of considerably more than a Million Dollars. I mention numbers since it is only by a substantial, concerted and responsible effort that we can hope to accomplish some of our Objectives.

Porsche Panorama has developed into a "must" publication for every Porsche owner. It provides us with much valuable and otherwise unobtainable information...it has made us better acquainted...it is the center of our activities and our vital communication line. We're going to try to be more consistent with our publishing dates and Johnny Snyder is expecting that you'll ALL want to add your bit to its contents in the New Year.

Possibly the greatest single accomplishment of the PCA in 1956 was the establishment on a national basis of a firm and formal organization with national Officers and Regional Executives. While this is only a skeleton organization as yet, it is gradually being crystallized and cemented into a cohesive group.

Our efforts to establish closer cooperation with the factory have met with some success. (Everyone who attended the First Porsche Parade will attest to that). And we will continue to press for; better Service, more equitable Parts Pricing, accurate and more Technical Information and Publications and better Dealer cooperation.

Further recognition of our efforts came in the form of a cablegram from Stuttgart requesting a meeting with the Officers of the Porsche Club of America. We met recently in Washington, with Walter Schmidt, Porsche Sales and Service Director, Wolfgang Raether, Sales Manager (both here on a trip from Stuttgart), Erich Filius, resident Porsche Representative and Mr. Duffy, Sales Manager of Hoffman. While nothing startling has come out of this meeting as yet, I am sure we can all look for increased cooperation from the factory in many ways. Above all, we know that Porsche is keenly aware of their responsibilities to owners and is increasingly conscious of the importance of the PCA in the U.S. picture.

It would take a long time for me to tell how much I enjoyed our First Annual Porsche Parade. And most everyone else seems to have had a good time too. If it was terrific this year you can be certain that it will be "utterly Super" in 1957. We have invited Dr. Ferry Porsche Porsche as our Honor guest and the Porsche Clubs of Europe to send teams. We hope that many will come over and I know that I can count on seeing all of YOU there.

In turn, we have been invited to attend the International Porsche Rally in Europe in October. We will try to work out some type of group deal whereby a good-sized crowd of PCA members can AFFORD to go. Let's ALL go!

The development of PCA "regions" has gone about as anticipated. It seemed to be certain that there will always be PCAers in spots where there are just not enough Porsches around to start a formal Region. And too, some regions are already so saturated with going local sports car clubs that there appears to be no room for another (even though its PCA!). There are plenty of Porsches in the Potomac Region; the Greater New York Region is well organized and booming; Don Wester has started a Region in Michigan and they've been meeting in southern New Jersey. Soooooo..contact your Regional Executive and give him some help.

Finances, though meagre at first, look good ...we're solvent. Ken Twigg will close the books as of December 31...they will be audited by a CPA and a report given in the February issue of Panorama.

To sum up: in one short year, the Porsche Club of America has become an internationally recognized club of high caliber. It offers the Porsche owner many benefits obtainable from no other source . I am proud to be a member and honored to be its first president...I'll do all I can to keep "Pushing"in 1957...and M E R R Y C H R I S T M A S to ALL.

Welcome... NEW MEMBERS

CALIFORNIA

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CONNECTICUT

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Ponus Ridge Road
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Larchmont

Lawrence J. Riley III
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Albany 3

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C. L. Thompson Jr.
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OHIO

Mr. and Mrs.
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PENNSYLVANIA

Charles D. Beidler
105 E. Langhorne Ave.
% General Delivery
Langhorne

Harold R. Whaley
PO Box 92
Enola

VIRGINIA

David S. Ernest
Sigma Nu House
Lexington

VERMONT

Jerome A. Johnson
Easy Street
Denby

Badges Galore!

As of now, all PCA members whose names have been published in Panorama BEFORE this issue should have received their PCA Badges. If you have not, please let us know at once.

With the next shipment of Badges from Germany...due this month... ALL members will be sporting the PCA emblem. Thereafter, a sufficient supply will be kept in stock so that new members will not have to wait.

STARTER BUTTONS

One member reports that he burned out three starters before it was discovered that the starter button was a little short and too loose in the dash mount. The button would get stuck in the in position and keep the starter circuit energized until the wire burned out. The unfortunate member suggests that if your starter button meets the characteristics of having a

AIRING THE SPEEDSTER

Mr. C. F. McIntosh, Arlington, Vt., has come up with another solution to the Speedster ventilation problem. He found some SNAP-VENTS that are used in aircraft and put them in the curtains. The SNAP-VENT is available at most large airports or they can be ordered from Van Dusen Aircraft Co., Logan Airport, Boston, Mass. Mac says they will work on the Glasspar curtains, too.

Late GAMR Flash!

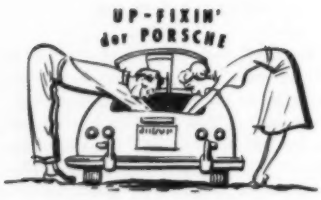
Four dog-tired, beat-up PCAers fought their way thru 20-inch snows in New England for four days and some nights to finish the Fourth Great American Mountain Rallye in very creditable style.

Don Kinney-Md., ably navigated by Harvey David (a Morris Garage jockey), drove a '53-1300N coupe to 10th Overall and a FIRST IN CLASS for sports cars under 1600 cc in America's toughest rallye! That, my good friends, is something to brag about in any man's language!

Bing Ford-N.Y...who was running in 3rd place Overall at the end of the first day encountered a multitude of troubles but still finished his second (or was it your third, Bing?) GAMR about 5th or 6th in Class and in the low 20s Overall, as near as we have been able to determine.

Ken Twigg-Va. and Frank Beckett-Va., after some light and fancy spinning on icy roads, ended up clobbering themselves against a Volvo with sad results to Ken's fenders and side panelling. After some rudimentary bodywork...mostly Ken's hands and brawn...they got moving again and ended up 25th Overall and about 9th or 10th in Class. (Official results won't be out for a couple of months.)

These four hearty characters put the Porsche Club of America into the limelight by giving the Club a Third Place in the Club Team competition. Our hats are off to them ...and if you ever see a Porsche owner with a GAMR pin in his lapel, bow low three times and say "Smuggler's Notch" in an awed tone of voice. He deserves it!



DECAMBERING THE REAR WHEELS

Gene Rideout, Bellingham, Wash., reports that after driving his Porsche about 20,000 miles, mostly with just himself in the car, it developed a port list; we don't know his weight, but unusual angles have developed on other cars at about the same mileage. Gene got out his shop manual and raised the left rear of his car one degree and lowered the right rear one degree, and reports things are back on an even keel.

The operation on the rear torsion bars can be done by almost anyone who can turn a wrench provided some guidance is available. John Snyder, Potomac Region, conducted some adjustment on his rear torsion bars and wrote up the details and explained a few technical points as he went along. Our only preface to John's article is that you should not play around with the torsion bars just because you have nothing else to do on a Sunday afternoon. We suggest that if you know there is a list, a droop snoot, or you want the rear end to hold in competition, then go ahead and do the job. Well equipped VW and Porsche shops have a plumb bob (VW tool 245A), that will accurately measure the angle on the rear radius arms. The radius arm (which is attached to the end of the rear torsion bar) when hanging free, should have an angle of from $6\frac{1}{2}^{\circ}$ to 7° down from the horizontal.

Many Porsche owners have experienced the tendency of their car to oversteer, that is, to follow a path of progressively decreasing radius in any one given turning position of the steering wheel, requiring the driver to "open up" on the steering wheel in order to steer around a curve of constant radius. Many have also experienced the tendency of the car to "wander" at higher speeds, particularly under the influence of a crosswind. These conditions may in large part, and in many case, be completely overcome by decambering the rear wheels.

The degree of camber of the rear wheels is that degree to which the rear wheels are tilted outwardly so that their upper portions are displaced outwardly of the road contacting portions. When the rear wheels are perfectly vertical, they are said to have zero camber. Because of the manner in which the rear wheels of the Porsche are independently suspended, lowering of the rear end of the car with respect to the rear wheels produces negative camber. Although the suspension geometry of the car may be perfectly proper when new, the front torsion bars apparently have a greater tendency to be permanently deformed than do the rear torsion bars so that after prolonged use, the front end of the car may be lower to the ground than it originally was, whereas the rear end may be at substantially its original height, causing the car to have a nosed down appearance. It is in such cases that the above-mentioned oversteering tendency and lack of directional stability are most noticeable. If you have the loot, go out and buy a new pair of front torsion springs. If not, read the rest of this article, although a slight decambering of the rear wheels even in a new car may be quite rewarding.

The effect of decambering on the oversteering tendency is rather technical and need not concern us here, suffice it to say that decambering the rear wheels of a Porsche, whether the car be new or used, has a pronounced effect on the oversteering tendency and will decrease it in all cases, causing the car to have more or less a neutral steering tendency. The incidental effect of decambering which causes the car to have greater directional stability is easily understandable when it is realized that decambering the rear wheels lowers the rear end of the car and that lowering the rear end of the car will tend to create a greater degree of caster of the front wheels, caster in this case being the amount that the kingpins are tilted toward the rear of the car at their upper ends. The greater the degree of caster, the greater tendency for the front wheels to remain in or return to the straight-ahead position, hence greater directional stability. Another factor contributing to directional stability is the proper amount of toe in of the front wheels, which is, of course, a requirement under any circumstances.

The writer's automobile, a 1953 coupe, possessed a great tendency to oversteer, a pronounced degree of directional instability, and also a tendency to shimmy. All of these faults were corrected by decambering the rear wheels. The fact that the shimmying disappeared shows that there was too little front wheel caster before decambering the rear wheels, since the front end in all other respects was in good shape.

Decambering the rear wheels is a rather simple job, although perhaps an hour to an hour and a half should be allowed. The first step is to jack up the car and remove one of the rear wheels. Then remove the three sets of nuts and bolts which connect the bifurcated rear end of the trailing arm to the axle housing, two of the nuts and bolts also serving to attach the shock absorber lower bracket to the axle housing. In the writer's car, these nuts and bolts fitted a 19 mm. wrench, although a 3/4" socket was also used to good advantage. The trailing arm is a length of metal

about 5" wide and about 1/8" or 3/16" thick, and which extends forwardly of the rear axle housing for pivotal connection to the frame. With these three nuts and bolts removed, pull the rear axle housing rearwardly so as to leave the rear end of the trailing arm free. To do this, it may be necessary to loosen the clamp on the axle housing which serves as an anchor for the flexible brake hose and to move this clamp slightly outwardly to prevent it from striking the heat exchanger for the heater and permit the rear axle housing to be moved back a sufficient distance to clear the forked rear end of the trailing arm.

With the trailing arm thus freed, it will probably be in such a position that its lower edge is engaged against the stop on the frame just rearwardly of the point at which the trailing arm is connected to tis rear torsion bar. It should be noted at this point that the optimum position of the trailing arm will probably be such that when free, its lower edge will either just clear the stop or be spaced no more than 1/8" above it. Much more spacing than this will probably make it very difficult to remove and replace the rear wheel since there will be insufficient clearance between the brake drum and fender. The next step is to remove the four bolts which secure the dust cover cap for the torsion bar to the frame, either a 17 mm wrench or a 21/32" wrench will do. The dust cap will probably have to be pried off with a screwdriver, since it carries on its inner side a resilient bushing which embraces the outer end of a boss which extends transversely through and is rigidly secured to the forward end of the trailing arm, the fit being rather snug. The boss is hollow and internally splined and receives the splined outer end of the torsion bar. The next step is to pry the trailing arm outwardly so that it pulls off from the outer end of the torsion bar. However, it will probably be best before doing this to mark a vertical line on the outer face of the torsion bar (nail polish will do) so that the original position of the torsion bar can be determined.

There are 44 splines on the outer end of the torsion bar and its inner end is provided with 40 splines. Since rotating the freed trailing arm even one spline with respect to the torsion bar so the rear end of the arm is moved upwardly from its original position and then reengaging the arm with the torsion bar will effect a considerable degree of lowering of the rear end of the car on that side, it will probably be necessary to manipulate both the inner end of the torsion bar and the outer end to achieve the desired result. This is rather easily accomplished since there are fewer splines on the inner end of the bar than there are on the outer end, and the best manner of proceeding is to disengage the inner end of the bar and rotate it one spline in the direction which would cause raising of the rear end of the arm were it attached to the torsion bar and to then rotate and re-engage the arm one spline from its original position on the bar in a direction which would lower its rear end from its original position, the net effect of these two steps being to just very slightly raise the rear end of the arm when the parts are all reassembled. In other words, on the left rear wheel, the torsion bar is rotated one spline in a counter-clockwise direction, while the arm is rotated one spline in a clockwise direction, and vice versa for the other side of the car. These two steps should be repeated until the lower edge of the trailing arm just clears or is no more than 1/8" from the stop. Incidentally, when removing the inner end of the torsion bar from its socket, it is best to first remove the rubber bushing which is slipped into the frame and embraces the inner end of the trailing arm boss when the parts are assembled. This makes it easier to grab the torsion bar and exert the necessary pulling force to remove it from its splined socket.

Insofar as the torsion bar is concerned, particular care should be taken not to mar or scratch it and although the splines are not lubricated, there should be a coating of grease throughout the intermediate length of the bar to protect it from rust.

Needless to say, the trailing arm on both sides of the car should be so positioned that both wheels are identically cambered. It should be remembered that even a very slight overall adjustment of the trailing arms will result in very rewarding and noticeable results, so moderation should be the keynote. With the parts reassembled, hop in the car and head for the nearest dirt road, and if you can't take that curve faster and with less rear end sliding, let me know.

ENGINE DEFROSTER

The factory has recognized the need for a method of preventing the carburetors from freezing in cold, humid weather. The 1600's have the thermostat controlled heaters in the rear of the engine compartment. For those of us who haven't got the 1600 and do have the freezing problem we have a few aids.

Karl Grassow reasons that if you can remove the moisture there will be no freezing, so he slipped a Nylon or silk ladies stocking over the air intake filter. This doesn't help the air-fuel mixture, but if you take the stocking off as soon as the engine is warm it will do in a pinch. Don Wester-Mich. suggests removing the rubber dust caps from one of the ignition wire caps on each side. This will let heat come up from the heads to the engine compartment. This will not be a good solution if you plan to do your driving

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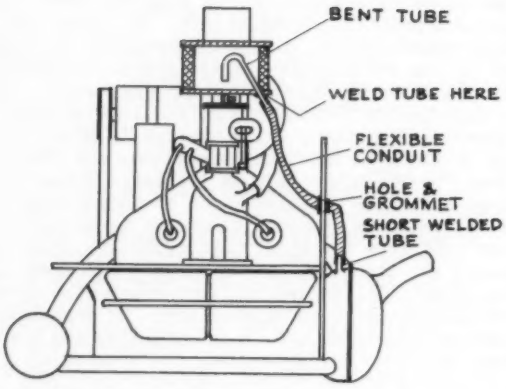

on dusty roads, because this will permit the dust to freely enter the air filters. The very best solution short of a new car is a modification made in the factory on Don Wester's car.

Here is Don's description of the job: Install heater tubes directly into the carburetor air cleaners. These heater tubes can be installed by first cutting one half inch diameter holes in the top of each junction box (heater with the exhaust pipe). A tube measuring one and one-half inches long by one-half inch inside diameter is then welded vertically over this hole. Then holes are cut in the air cleaners at the front of the bottom plate to accommodate another half inch inside diameter tube. This tube enters the air cleaner at a 45° angle and as it nears the top of the cleaner, it is bent downward toward the center of the venturi. The tube should extend one and one half inches out the bottom of the cleaner for a 40 PBIC, a little less for a 32 PBI, and then welded at the bottom plate of the cleaner. A flexible coil tube, electric conduit type, can now be cut to connect between the junction box and the air cleaner. This flexible tube should have a tight fit over the short tubes at the connections. The flexible tube must pass through the engine front cover plate, therefore holes must be cut here and rubber grommets used to silent any rattles. It is suggested that for easy installation the engine be removed from the car.

CLASSIFIED AD

WANTED: Porsche Coupe or Convertible. State Condition and Price. Write: Drexel A. Scott, 524 Youngstown-Pittsburgh Rd., Poland, Ohio.

CARBURETOR ICING

(This article, which will appear in Panorama in two parts, is being reproduced thru the courtesy of the Ethyl Corp. at 100 Park Ave., N.Y.C. It will be of special interest to PCAers with '55 or earlier model Porsches)

Engine stalling has always been a source of irritation to the motorist, no matter what the cause. This is particularly true in these days of automatic transmissions, in which the driver must shift into neutral, restart the engine, and then shift back into gear.

Some other modern trends in the automotive industry have served to compound the stalling problem, especially during warm-up. These include elimination of the hand throttle and almost-industry-wide adoption of the automatic choke. Both reduce the driver's control over engine stalling.

Therefore, increased attention is now being given to carburetor icing, a cause of stalling on cool, moist days before the engine has warmed up completely. While this phenomenon can only occur during certain weather conditions, these are encountered often enough in many sections of the country to justify a discussion of the problem and means for its minimization.

What is Carburetor Icing?

The carburetor is a device employed to mix fuel with air in the proportions required by the engine for operation at various speeds and loads. It must also initiate evaporation of the fuel, since the engine must be supplied with a ready-to-burn mixture; that is, one containing combustible vapors. The carburetor performs this dual function by discharging liquid fuel into the air stream in the form of an atomized spray, which evaporates readily.

The heat required to evaporate the gasoline--over 850 Btu per gallon--is drawn from the entering air, thereby lowering its temper-

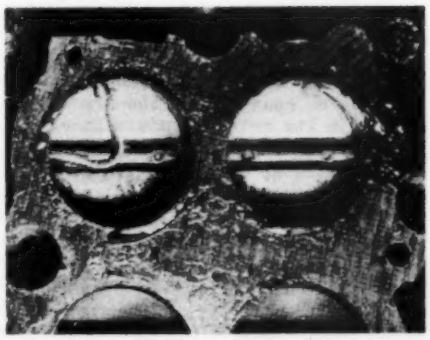

FIGURE 1
ICE FORMATION WITHIN THE PRIMARY BARRELS OF A FOUR-BARREL CARBURETOR

ature. The cooler air chills the interior of the carburetor, and may cause the moisture in the air to condense into droplets.

Under certain conditions of atmospheric temperature and humidity, the liberated moisture actually collects and freezes on the chilled carburetor surfaces, especially on the throttle blade and surrounding throttle body. When the throttle is almost completely closed for idling, this ice tends to bridge the small gap between the throttle blade and the throttle body, thereby cutting off the air supply and causing the engine to stall. Opening the throttle for restarting breaks the ice bridge, but does not eliminate the possibility of further stalling until the engine (and thus the carburetor) has warmed up.

Figure 1 shows ice formation within the primary barrels of a modern four-barrel carburetor.

Effect of Weather

For carburetor icing to occur, the outside air must be cool enough so that the refrigerating effect of fuel evaporation in the carburetor will lower the temperatures of the throttle blade and body below both the dew point of moist air and the freezing point of water. The air must also contain sufficient moisture for appreciable condensation of water to occur when it is chilled in the carburetor.

The ability of air to contain water vapor decreases as its temperature is lowered. For example, air at 70% relative humidity * and 50° F contains more than twice as much water vapor as doea air at 30° F and the same relative humidity. As a result, critical amounts of ice normally do not form at low air temperatures, since insufficient moisture is present in the air, even at 100% relative humidity. However, abnormal weather conditions, such as ice fogs, can result in carburetor icing even at low temperatures.

In order to determine the weather conditions during which carburetor icing is likely to occur, tests have been conducted in one of the "all-weather" rooms at Ethyl Corporation Research Laboratories. Since the vaporization behavior of a fuel--its volatility--affects the amount of refrigeration imparted to the air passing through the carburetor, two different fuels were used in these tests. One represented commercial gasolines of average winter (higher than summer) volatility--a 10% ASTM distillation point of 121° F and a 50% point of 219° F. The other represented commercially available gasolines that are somewhat more volatile--a 10% point of 118° F and a 50% point of 194° F.

With the more volatile fuel, the critical atmospheric conditions for carburetor icing were found to range from 30 to 50° F at relative humidities in excess of 65%. For the gasoline of average volatility, the critical range was smaller--about 35 to 45° F at relative humidities above 75%. For both fuels, the conditions most conducive to carburetor icing were 40° F and 100% relative humidity.

Analysis of data compiled by the U. S. Weather Bureau on local temperature and humidity conditions indicates a wide variation in the possibility for carburetor icing in different areas of the country. For example, Miami and San Diego rarely have weather which would favor icing even with highly volatile fuels. In Seattle, on the other hand, more than half of all the hours during February and December, 1954, were in the critical range for the fuel of average winter volatility, and more than 80% of the hours during those months were critical for the fuel of higher volatility.

In Boston and Detroit, the months of February, November, and December could be classed as critical during 1954. Conditions conducive to icing with a highly volatile fuel occurred from 36 to 66% of the time during those three months.

The critical months in a given area will vary from year to year, of course. In general, however, weather which favors carburetor icing may occur from late fall to mid-spring.

* One method of expressing the moisture of air is "relative humidity," the ratio of the amount of moisture present in the air to the greatest quantity it can hold at a specific temperature. Thus, a "70% relative humidity" at, say, 50° F means that the air contains 70% of the water vapor that it can retain as a maximum at this temperature.

SHOP MANUALS

Hoffman still has some shop manuals for the two-piece crankcase engines ('54 and earlier models) which are complete except for the last two or three chapters. They sell for $7.50 plus $1.00 postage and you will get the other chapters when they have been translated from German to English.

The manual for the 1600's is now being translated. We suggest you write and ask Hoffman to let you know when the one for the 1600 will be ready.

Parts manuals are also available and invaluable when ordering parts, especially if you want rapid service. We suggest that you owners convince your dealers that they must have these two items. The PCA makes nothing on the sale of these books, but we are convinced that if your dealer can't do anything else for you, he should be able to order the correct parts. The addres s for parts and manuals is Hoffman Service Stations, 405 East 76th St., New York, N. Y.

OIL COOLER LEAK

It is not uncommon for a leak to develop in the oil cooler. The leak is usually caused by cracked or loose seals. Only occasionally is the leak caused by broken coolers themselves. This type of leak is first detected by noticing an oil pool under the engine on the left side or finding oil on the left deck of the engine compartment.

In a properly equipped shop the repair of the cooler is done by removing the engine then the fan housing, and finally the cooler. In backyards and home garages, it is possible to do the job without removing the engine. Several members have done it this way, and Phil Brodrick-Va., who furnished this report, has also done it.

Sometimes a leak in the oil filter piping will cause oil to run over the crankcase and fan housing in much the same manner as an oil cooler leak. So, first wipe the area clean around distributor, oil filter lines, pressure switch, fuel pump, and top of crankcase under throttle linkage. Start engine and see where your leak is. If oil oozes (or flows) from between the fan housing and crankcase in front of (toward the front of the car) the distributor--you've got oil cooler trouble. If you have or can borrow one special tool--VW 109 or Hazet #509 (this wrench, 10mm, has a bend in it so that you can get under the cooler)--you can fix this one yourself without removing the engine. The sequence for removing parts is as follows:

(a) engine compartment door at the hinges.

(b) air cleaners.

(c) fan belt.

(d) 3 wires on generator (remember which is which, or tag them).

(e) generator hold down strap.

(f) 1 wire on oil pressure switch.

(g) 2 wires to coil (and pull out coil to distributor wire).

(h) coil.

(shut off fuel--turn switch in driver's compartment to Z U).

(i) fuel line at pump and the one between carbs.

(j) distributor (leave distributor cap and spark plug wires on fan housing).

(k) oil filter lines at crankcase connections.

(l) oil filter.

(m) choke cable (push cable frontward through shroud--watch that grommets are not lost).

(n) throttle return spring.

(o) throttle cross shaft which connects carbs together.

(p) in front of housing, pop off the throttle rod connection.

(q) in rear of housing, measure how far the throttle connecting rod (which passes through housing) protrudes through hex locking nut--remove this rod (again, watch grommets).

(r) 6 bolts on fan housing (2 front, 2 rear, one each side).

(s) now the fan housing (with generator and fan still attached) will lift off the engine and can be removed from the engine compartment.

(t) remove shrouding from top of left cylinder bank.

You can now see that the oil cooler is a VW part and may have either an internal leak (defective tubes) or may have faulty seals (5¢ each). These seals (2), which connect inlet and outlet oil passages between engine and cooler, may be crushed, deformed, rotted or cracked. You should have your cooler hydrostatically tested (85 PSI) by a Porsche dealer, VW dealer, or a well equipped machine shop. If the cooler is leaking it should be replaced.

To remove the cooler, use the special wrench to loosen the three nuts, two on bottom, which fasten the cooler to crankcase. In the Washington, D. C. area, a new cooler assembly is $12.50 with exchange. Replace cooler and seals and reinstall parts in the reverse order. Re-time engine (see PANORAMA Vol 1, Number 3), reset carbs (see PANORAMA Vol 1, Number 5). When replacing the throttle connecting rod, step (q) above, be sure the rod protrudes the same amount or you may find the engine taking off at 4000 RPM when you start it.

Before starting your engine you should inspect the oil pressure regulating piston and spring. If the piston should stick it could cause the oil pressure to build up to a point where the oil cooler or the seals would break down. The piston and spring are accessible by removing a slotted plug in the rear part on the bottom of the engine. A large screwdriver or a screwdriver attachment on a socket set will remove the plug. The spring should fall out first and then the small piston. If the piston does not fall out, it is probably the cause of your cooler trouble. The spring tension can be tested. With no compression

the spring should be 2 3/64 - 2 3/32 inches long, with 6 lbs. 13 ozs. compression it should be 1 3/16 inches long. If the piston is stuck you had better get a VW or Porsche trained mechanic to fish it out and/or smooth up the cylinder. If the spring is damaged you can get a replacement from VW or Porsche.

Before driving your car around, idle the engine for a few minutes while you check for loose connections.

Rally Reliability

REPORT ON THE HALDA SPEED PILOT
By - Wm. Arnold Ladd, Convent, N.J.

I had just sold the last of my ol' T.C. parts for a goodly sum when I noticed the ad some of you may have seen in the latest Sport Car magazines for the Halda Speed Pilot Rally Calculator. There, I thought, is something to spend some of my "loot" on. Little did I realize then how much it would be 'til the interesting details of same arrived via the mails. $125.00 was the tab. However, thru the good efforts of a friendly Sport Car dealer, I was able to acquire the little item at somewhat of a discount, inasmuch as the dealer was also interested in the potentials of the instrument.

The instrument is a very business-like looking affair measuring some four by six inches by three inches deep. It comes with a holder that can be attached by two screws to the bottom lip of the dash panel in a very secure manner. It can also be removed from the holder in about thirty seconds for safe-keeping. Leaving the uninitiated wondering what the h... that thing is hanging down from the dash? Basically, the instrument consists of two dials. On the left dial there are miles per hour markings with a hand that is used to set the desired speed you wish to average. The other dial is a clock with a third hand called a pilot hand. As you start on your rally or trip, all you do is set the pilot hand so that it coincides with the clock minute hand. As long as you maintain the average speed selected, the two hands remain together; however, if you fall behind or get ahead, the hands separate as many minutes ahead or behind as you may be. The instrument is all mechanical, that is to say, the clock is wound by hand and is very accurate. I have been checking it for a week now against W.W.V. Time Station and it is still within 10 to 15 seconds of the correct time. The speed dial is driven off the speedometer cable, thru a very neat T gear box. I found that for installation on my Porsche it was required to use an extra cable extension of four inches inasmuch as the T-gear box would not fit directly on the back of the speedometer because of the closeness of the windshield wiper motor. This does not seem to be an unusual occurrence, and the extensions are readily available. I also found I needed a longer cable (18") than the original one which was twelve inches, to go from the T-gear box to the back of the instrument. At first I tried mounting the instrument directly in the middle of the dash hanging down from the lower edge, but I found that it interfered with the shifting and also with my braking, which is so important at times. Finally I ended up mounting it on the lower edge of the dash directly under the ash tray where the dash makes a little jog up. This is also under the map light that pulls out, which helps to read the dials at night. While there is a light included in the interior of the instrument, it is not too bright, and for close observation at night, additional light is to be desired. This location looks like it was made for the Speed Pilot, and does not seem to interfere with the passenger's legs or comfort. In this position it is easily viewed by the driver and passenger.

So much for the instrument construction and installation. Let's go try it out. Down to the Garden State Parkway where there are mileage markers every mile. Wheee! What happened? We are losing a tenth every mile. So we pull over to read the adjusting instructions. Seems the instrument is set up on the basis of the speedometer cable turning 900 turns to the mile, and if your speedometer does different, some adjustment is necessary. So after some fancy calculations (incidentally, they give you all sort of formulas for figuring this adjustment out) we take to the screw driver and give the adjusting screw our calculated number of turns (7). Boy, oh boy! We hit it right on the nose! We even went down to Rt. #1 where there is a measured mile and checked out O.K. there also. So we went home happy. Next morning I came out to go to work and what do I see or observe? One of the little ol' Porsche tires kind of soft, slow leak like, you know? You guessed it. The left front where the speedometer drive is. I quick like put the tire gauge on it, fifteen pounds just a bit under the recommended. So that evening back to the Parkway with the tire well blown to all of its twenty pounds. This time about half a tenth off per mile, but this was soon adjusted and all was fine again.

Came the week-end and off we go to the Northern N.J. Region S.C.C.A. twelve hour rally. At the first mileage check point 16.3 miles we were 16.1½ miles. Not much you might say but one per cent. And of course we had forgotten to bring along a small enough screw driver to make any adjustment along the way. We decided to go all the way with the instrument and not argue with it even though at times you could swear it must be wrong, that you are too fast, but there is that little speed hand behind the minute hand, which means "catch up." As the rally continued we seemed to be doing all right. There were two check points where

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we were a little late. One C.P. was preceded by some three miles of thick fog that brought our average down and we knew it, but just didn't have time to do much about it. The other was coming into a town right on the beam only to hit three red lights in a row. There we were two minutes late. At four other points we were one minute or less late, and at two we were O.K. The scoring was arranged so that any part of a minute counted as a whole minute. As it ended up, we had sixty points and came in anywhere from fourteenth to nineteenth as there were five other cars with 60 points. There were two other cars with calculators of the mechanical variety, where one matches your odometer to a variable speed counter. The best of these two cars was sixth, but I believe they did win the team award. The rally was won by a VW, with the contestants using the Argue Not Tables. At least we can say it was in the family.

Since the rally, I have further adjusted the Speed Pilot over a rally course that starts very close to where I live, so that now it is almost 100%. The company advertises 98.75%; anyway, over the 16.3 course I now come up with 16.3 and about two tenths of a tenth. This course was laid out with a Stewart Warner Survey Speedometer with the odometer down to hundredths, so I think I am about as close as practical. In the adjustment of one of these instruments, I would recommend at least a ten mile check as the one mile interval does not seem enough for real accuracy.

As I see these mechanical computors, they are no guarantee of success, say in a rally, but they sure do help. It gives the navigator a great deal more free time to check the course and not get LOST, and possibly a slide rule check every half hour or so would help the situation. The calculator is very sensitive to tire pressure and also tire wear. Luckily with the Porsche the speedometer driving wheel being where it is gives for a more accurate reading with practically no wheel slippage.

I am looking forward to our next rally to give the Speed Pilot another try. I think it takes a bit of getting used to and adjustment, but then LOOK OUT....

CHRISTMAS GIFTS

We can think of no better way to make a Porsche pusher happier than by putting a paid-up PCA membership in his sock at Christmas. (New members $15.00...Renewals $10.00)

HOW TO WIN AN ECONOMY RUN

(The following article is reproduced from the Metropolitan N. Y. Region's "Porsche Post" for the benefit of PCAers everywhere on how to prepare their Porsches for top mileage on an economy run...and win.)

"Out club member George Spagna has achieved quite a bit of notoriety and acclaim for his feats of winning the Republic Economy Run three consecutive years, registering 75, 92, and 125 actual miles per gallon in that order. He has received two trophies from the factory, several letters of congratulations from Ferry Porsche and also praise from Baron Von Hanstein the factory director of competitive events. After hearing rumors circulating around of various secrets that George has, I felt I should query him and get his story.

"How he sets up the car. His car a 1500 '55 super coupe is first given a normal tune up, without leaning the mixture. He disconnects the accelerator pumps on the carburetors, changes the main jets from .085 to .075 and that's all for carburetor and ignition. He frees the brakes from binding giving him a bit lower brake pedal and removes his bumpers. This is the extent of his preparation. One of his tricks is to carefully rework the carburetor venturies by removing the burrs, sharp edges, and blend all radii by polishing in a lathe. This rework permits better "breathing", free of turbulence in the fuel air mixture system.

"His method of driving. He starts off, changes gears (1-2-3) at 3500 rpm, shuts off the ignition at 60 mph and glides till the car slows to about 20 mph. He then restarts the car with the clutch, and once again commences the cycle. George attributes his latest astounding improvement of 125 mpg over last year's 92 mpg to his new super coupe. It is his considered opinion that the super has less friction, higher compression, better breathing, thus lending to a more efficient and economical engine than the normal, if driven and maintained properly. George has stated that he is retiring from the event this year. The Republic Economy run will be run sometime in the summer. Why don't you enter? Your Porsche will have an edge over a good many other entries."

POTOMAC REGION ELECTS OFFICERS

The new officers of the Potomac Region PCA were elected at the December meeting.

Piloting the club for 1957 will be:

Col. Harvey N. Brown, President
Don Kinney, Vice-President
Thomas Lusk, Secretary, Treasurer